

CITY ENGINEERING TIMES

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SPECIAL EDITION: ANNUAL REPORT 1993 - THE YEAR IN REVIEW

SIDEWALK REPLACEMENT PROJECT

In 1993, the City constructed over 7,000 linear feet of new sidewalks and 43 new curb ramps in the historic district. This was the second year of an incentive program offered to owners of residential property to encourage the replacement of unsafe, deteriorated sidewalks. Property owners were required to contribute \$4 per lineal foot of sidewalk.

This year's program completed all residential applications received in 1992, the first year of the program. The cost of the program, \$95,905, was shared by property owner contributions totalling \$31,320.

All of the curb ramps were installed in conformance with the Americans with Disabilities Act (ADA) including contrasting color and detectable warnings.

Chautauqua of the Arts

After months of planning, Chautauqua of the Arts opened in Mill Race Park on September 18 and 19. Approximately 25,000 people attended the two-day event. Traffic flowed very smoothly through the City throughout the show.

This event presented many new traffic control and parking challenges. Thorough planning and the cooperation of the police department, fire department, and city garage personnel helped make this a safe and successful festival.

SERVICES TO ANNEXED AREAS

Many areas which were annexed into the City in 1990 saw major construction projects take place in 1993. City services must be provided to these areas by the end of this year.

The installation of water and sewer lines has necessitated repairs to numerous streets. The City Engineer's Office has been coordinating and inspecting the repairs in cooperation with City Utilities, their contractors, and the residents of the annexed areas. All repairs must be guaranteed for one year from the date of completion, so final inspections will be conducted next summer.

The annexation also called for the installation of street lights. Standard city street lights, cobra head light on a wood pole, have been ordered from REMC and PSI or have been installed in all areas except those areas which requested "decorative" lighting. Riverview Acres, Flat Rock Park, and Wood Lake have requested the decorative lighting which should be installed by the end of the year or early in 1994. Other city services (police and fire protection, trash pick-up, and street cleaning) have been provided for some time now.

CENTRAL AVENUE

It may have seemed like a year of no activity on the Central Avenue project, but the City and its consulting engineer, SIECO, Inc. have been busy completing plans and preparing to acquire right-of-way for the next section.

Construction is expected to begin in 1994 on the widening and reconstruction of Central Avenue from National Road to Rocky Ford Road. This project will include widening the road to four lanes, installation of storm sewers, construction of sidewalks including curb ramps, and the installation of streetlights.

This is the second phase of the project. Phase 1, constructed in 1992, included the widening from 10th to 25th. The third and final phase will extend northward from Rocky Ford Road to Bakalar Drive.

INTERSECTION CONTROL CHANGES

The following traffic control changes were made in 1993 in response to increasing traffic volumes and on-going accident histories.

The intersection of Indiana Avenue and Beatty Street was changed from a two-way stop to a four-way stop. Several other measures proved ineffective in alleviating the accident frequency prior to this change.

The intersection of Rocky Ford Road and Westenedge Drive was changed from a two way stop to a four-way stop following a substantial increase in accidents in the past year.

The intersection of Terrace Lake Road and Carr Hill Road was changed from a two-way stop to a four-way stop in response to a sharp rise in accident frequency over the last two years.

The intersection of 37th Street and Washington Street was changed from a one-way stop to a three-way stop due to sight distance and geometric problems which should be corrected when the south half of 37th Street is developed.

DEAVER ROAD

The staff of the City Engineer's office has been preparing plans for improvements to Deaver Road between Road 150W and I-65. This area has seen significant development in recent years with the completion of the Brookside subdivision, the construction of Country Wood Farms subdivision, and the construction of the Toyota plant. The improvements, to be constructed in 1994 will include widening the road and removal of sight distance obstructions.

A road map will tell us everything we want to know except how to fold it up again.

STREET OVERLAY PROGRAM

The City's annual street overlay program covered 10.1 miles of streets this year, approximately 5.2% of the City's total street mileage. This year's project included the removal of an old railroad crossing on Cottage Avenue north of 14th Street and the adjustment of manholes and water valves to the new pavement level. In addition, several streets in newly annexed areas were overlaid in cooperation with City Utilities where excessive amounts of patching had been done.

CONCRETE STREET REPAIRS

The City has approximately ten miles of concrete streets which must be repaired rather than overlaid. The City contracted with North Contracting, Inc. to make repairs in Everroad Park West, Parkside Addition, Caldwell Place, and downtown on 7th Street. In addition, numerous concrete street repairs were made in the Riverview Addition in cooperation with City Utilities following the installation of water and sewer lines.

FEDERAL FUNDING UPDATE

In April, 1993, the City Engineer submitted requests for federal funding to INDOT. Four requests totalling \$2.3 million were approved. Those projects and the estimated amount of federal funding are as follows:

Central Avenue:

US 31 to Rocky Ford \$880,000.

Rocky Ford to Bakalar \$1,200,000.

People Trails along 46W \$200,000.

Marr Rd Railroad Crossing \$24,000.

TOTAL \$2,304,000.

NEW STREETS

It was a busy year for homebuilders and street construction in Columbus. Twenty-two new streets were constructed in six subdivisions in 1993. These streets totalled 16,500 feet (3.1 miles) of new streets, 1400 feet (0.3 miles) of reconstructed streets, and 800 feet (0.2 miles) of street widening. The streets and the subdivisions are listed below.

Country Wood Farms

Bridle Way Boulevard	700'
Finchbrook Drive	300'
Wrenwood Drive	800'
Thresher Court	550'

Stonebridge

Stonebridge Court	750'
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Oakbrook

Goeller Road Reconstruction	1400'
Tipton Lakes Blvd	1700'
Acorn Drive	1300'
Chinkapin Drive	1300'
Plum Court	900'
Basswood Drive	700'

Broadmoor

Broadmoor Lane	1100'
Downing Street	400'
Fairfax Drive	150'

Windsor Place Section 2

Paddington Drive	800'
Warwick Avenue	450'
Earls Court	450'

Windsor Place Section 3

Queensbury Drive	800'
Berkdale Way	900'
Brent Cross	900'
Victoria Avenue	800'
Marr Road Widening	800'

DRAINAGE PROJECTS

The City awarded contracts totalling nearly \$150,000 for drainage repairs and improvements in 1993. This work is usually awarded through a quotation or bid process although several repairs were made by City Utilities' contractors in conjunction with the installation of water and sewer lines.

The largest projects this year were:

- ▶ The extension of the storm sewer system along Central Avenue near PSI. This extension allowed PSI to reconstruct their driveways to enhance the safety of motorists in that area.
- ▶ The extension of the Pine Hill Addition storm sewer system along Carr Hill Road east of Terrace Lake Road.
- ▶ The installation of a subsurface drainage system in High Vista to provide positive drainage for backyard areas where runoff frequently ponds.
- ▶ The installation of a new outfall for the storm sewer which serves Green Briar and Windsor Place subdivisions. This new outfall will be located downstream from the sanitary sewer weir, which will improve the flow throughout the system.
- ▶ The installation of underdrains and the replacement of the concrete cross gutters in the streets in Brookside Addition.

Other drainage projects included:

New Drywells	6
Reconstructed Drywells	1
Replaced Castings	9
Replaced Pipe	2
New Inlets	5
Repair Inlets	10
Replace Curb	1
Extend Pipe	6
Repair Pipe	1
Regrading	1
Installed Underdrain	1
Replaced Cross Gutters	19

ROCKY FORD ROAD
& MIDDLE ROAD

Recent developments have accelerated the preparation of plans to widen Rocky Ford Road. In March, 1993, a contract with D.E. McGillem and Associates was signed for the design of improvements from Central Avenue to Marr Road. A previous contract with AECON, Inc. for the section from Marr Road to Taylor Road was signed in 1991 in conjunction with a county project to replace the bridge on Marr Road at 300N.

The McGillem contract also included the design of the extension of Middle Road from US 31 to Rocky Ford Road. This new collector street should alleviate some of the congestion on US 31 and Central Avenue. In addition, this new street will provide better access to many northside neighborhoods.

ADA SEMINAR

On Wednesday, April 7, 1993, the City Engineer conducted a seminar for design, construction, development, and business professionals.

This free seminar was attended by 49 people who were interested in learning more about the construction of sidewalks and ramps which conform with the Americans With Disabilities Act (ADA).

The seminar, conducted by David Hayward, Larry Snyder and Bill Reed, was designed to raise the awareness of the ADA standards among those most directly involved in the construction of sidewalks and ramps.

CHESTNUT STREET EXTENSION

November 9, 1993 the City signed a contract with Columbus Surveying and Engineering for the design of the extension of Chestnut Street between 2nd and 3rd Streets. The new street is proposed to carry one-way northbound traffic. The existing section of California Street between 2nd and 3rd will become one-way for southbound traffic. Also included in the design is a major storm sewer trunk line to serve the area north of this project in the future. Construction of the street extension and storm sewer is expected in 1994.

TRAFFIC CHANGES

In 1992, lane assignments were revised to accommodate dual left turn lanes for westbound to southbound traffic on 10th Street at Central Avenue. Those changes generated some confusion and caused an inefficient use of street capacity. In April, 1993, those lane assignments were modified to eliminate the confusion and inefficiencies. Since that time, traffic has flowed through the intersection more smoothly.

Also in April, 1993, a right turn lane was added for eastbound to southbound traffic on Tenth Street at US 31. This new lane, which utilizes some of the existing paved shoulder, improved the efficiency and eliminated some confusion for motorists making this movement.

In September, 1993, changes were made to Washington Street at 7th Street. The northbound to westbound left turn lane (which was seldom used) was eliminated and more parking installed.

ALLEY LANDSCAPING

In August, 1993 SIECO, Inc., Kirr Marbach & Co., and the City agreed to remove the existing alley pavement and landscape the alley located between their two businesses in the 600 block of Washington Street. The alley had not been used for vehicular traffic in several years, since the Carscape parking lot was constructed. The cost of the landscaping, wooden benches, and brick walkway was paid by SIECO and Kirr Marbach, with the city providing future maintenance.

CARR HILL ROAD

October 29, 1993 a contract was signed with Contractors United, Inc. for improvements to Carr Hill Road near the water tower. These improvements, along with the extension of Champion Drive by Tipton Lakes, will provide another access for areas in Tipton Lakes which are located west of the bridge. The improvements include widening and straightening approximately 1200 feet of the road. Construction is expected to be completed in the spring of 1994.

NATIONAL ROAD OVERPASS

Work began in April, 1993, on the replacement of the Conrail Overpass on National Road (US31). The new overpass, being constructed by Contractors United Inc., includes the widening of the section of National Road from Lowell Road to Commerce Park to four lanes. The project is expected to be completed during the summer of 1994.

The City Engineer has worked closely with INDOT on temporary street closings, pavement sections, and access to the nearby Cornbrook Addition. Earlier plans called for the elimination of the southern access for Cornbrook, but a compromise was reached recently to construct a new access from National Road.

NEW SECOND STREET BRIDGE

Plans to construct a new bridge on Second Street (SR46) over the East Fork of White River were completed in 1993. Construction of the project is expected to begin in the summer of 1994.

The start of construction has been delayed due to difficulties in completing an agreement with the Indiana Department of Environmental Management (IDEM) which covers the continued monitoring and testing of the old city landfill site over which the new road and bridge must pass. That agreement was completed in September, 1993. November 19, 1993 Contractors United Inc., of Columbus, was notified that they could proceed with the grading for the new roadway and bridge.

Following the opening of the new Second Street bridge, the existing Third Street bridge will be rehabilitated. Plans are currently being prepared for that rehabilitation which will include the complete replacement of the bridge deck. The project will be done half at a time, so that traffic can continue to use the bridge. The completed bridge will also include a "People Trail" lane.

SR46 IMPROVEMENTS

Improvements to SR46 west of I-65 should be made in 1994. INDOT has been acquiring the necessary right-of-way and completing the design throughout 1993. Improvements will include widening the roadway to four lanes, installation of medians and left turn lanes, and the installation of sidewalks.

FRONT DOOR PROJECT

A public hearing is anticipated early in 1994 on this project on SR46 from SR11 to 350W. Following the public hearing, final plans will be completed for bid opening in the fourth quarter of 1994.

The improvements which are being designed to enhance traffic flow and safety include lighting, roadway reconstruction, installation of medians and left-turn lanes, reconstruction of the interchange, landscaping and People Trails.

Funding for the project has been provided by federal demonstration funds which are being administered by INDOT.

NORTHSIDE SCHOOLS TRAFFIC STUDY COMMITTEE

In response to traffic flow and safety concerns in the area of Schmitt School, a committee has been formed to study those concerns and recommend improvements. Representatives of Schmitt School, All Saints School, Northside Middle School, North High School, BCSC Administration, police, fire, city engineer and neighbors have joined forces to address the unique problems of this area.

The committee has met several times to discuss the problems and has started to identify solutions. As part of the process, the committee has met with the adult crossing guards who work in that area. The committee's work is expected to be completed in early 1994.

SR7 IMPROVEMENTS

INDOT is completing plans for improvements to State Street (SR7) from Stadler Drive to Mapleton Street. The project includes the removal of the mountable center curb and the installation of a two-way left turn lane. INDOT expects to open bids in April with construction to take place in 1994.

DOWNTOWN PARKING COMMITTEE

In April, 1992, a committee was formed to study the parking situation in downtown Columbus and to recommend improvements. That committee continued its work in 1993 culminating in a public meeting on April 15, 1993 to present its findings and recommendations. Several other valid concerns and issues were raised at that meeting.

The committee continued to meet to discuss implementation of the recommendations, which should be completed in 1994. The committee's recommendations have also been reviewed and validated by Historic Columbus Development and their consultant, The Rouse Company.

You work hard and you're finally on Easy Street; then you discover there's no parking.

STAFF CHANGES

Several staff changes were made in 1993. Charlotte Welmer, Engineering Secretary, retired January 14, 1993 after 30 years of service to the City Engineer's office. Rebecca Douglas was chosen to replace her.

Randy Sims replaced John Butler as Field Inspector. David Harden was hired to fill the Draftsperson vacancy. During the summer months, Paul Wellings, a civil engineering student, worked in the department. His primary project was the completion of speed studies throughout the city.

OFFICE STAFF

City Engineer:	David Hayward
Assistant Engineer:	Steve Rucker
Secretary:	Rebecca Douglas
Draftsperson:	Ernie Wehner
Draftsperson:	Dave Harden
Field Inspector:	Randy Sims